LAST WHEAT CARGO

Final Puget Sound Shipment for 1902-03.

BIG DECREASE FOR THE YEAR

Mill Stocks Light, and New Crop Is Auxtously Awaited-Chenp Dock Labor and Its Results.

TACOMA, Wash, June 26 -(Staff correspondence.)-The last shipment of wheat leave Puget Sound before the new crop begins moving to September was cleared today on the British steamship Keemun for Europe by way of the Suez. The cleanup for the season of 1902-63 on Puget Sound has been so thorough that, with anything like a good flour demand, there would be nothing left to grind thirty days hence. As similar conditions exist in San co, it is now quite plain that Portland will be the only wheat shipper on the Pacific Coast for the next two months The details of the June shipments of wheat and flour from Seattle and Tacoma to San Francisco and of the cargoes of a couple of Oriental steamers which will clear tomorrow or Monday are not yet available; but enough is in sight to bring the shipents for the season from Tacoma and Seattle to \$,500,000 bushels of wheat and about an even 2,000,000 barrels of flour. Decrease in Wheat Shipments.

This as compared with last season shows

a falling off in wheat shipments of 4,500,000 bushels and un increase in flour shipments of nearly 800,000 barrels. The figures include wheat and flour from east of the Rocky Mountains to the extent of about 1,200,000 bushels. To bring the figures up to the amount given for present season shipments, it has been necessary to make a more thorough cleaning up of port stocks at both Tacoma and Scattle than has been made for several years.

Some of the docks are cleaned out almost to the last sack, while in others the amount on hand is so small that taken collectively, it would be insufficient to make up even a small-sized cargo; and to complete the last European cargo that was cleared it was necessary to send about 150 tons by rail from Portland,

Mill Stocks Scarce.

The amount of wheat on spot at Tacoma, Seattle and Everett is insufficient to run the mills of those ports at more than a small fraction of their capacity until new wheat is available for grinding. This scarcity will not be seriously felt, however, as the flour demand has been filled to excess, and there is not much in the outlook to warrant the belief that there will be any improvement until new wheat begins coming. The thorough cleanup, together with the lateness of the new crop will give the shipping season of 1903-04 a slow start at the Puget Sound cities, and, unless there is a radical change in the ondition of the growing crop, there will be less Oregon, Washington and Idaho wheat handled here next season than was handled during the season now closing

As to flour shipments, Puget Sound will otedly maintain her good lead over Portland so long as Tacoma and Seattle can secure such excellent steamship serto the Orient. Not more than one half the number of boats now in service can, at this time, secure full cargoes of Oriental freight, but this fact does not prevent the owners keeping half-filled freighters moving back and forth across ocean in sufficient numbers to give Pu get Sound shippers an average of more than one steamer per week. The frequency of the service has during the past season athas aided in swelling the Puget Sound figures at the expense of Portland. Owing to the fact that a considerable portion of these shipments originating in Portland territory were shipped direct from interior points to Tacoma and Seattle on account of inadequate facilities at Portland, the exact dimensions of this traffic are difficult to estimate.

No Gain in Wheat Trade,

saide from this flour traffic, which can never be recovered by Portland until a steamship service adequate to the requirenents of the port is provided, Tacoma and Senttle have made no gains on Portland to mutual territory reached by the Northern lines and the O. R. & N. At the close of the record season of 1901-02 the Tacoma papers figured up their gain as Portland's ices, while as a matter of fact the gain all came from new territory in the Big Bend and other portions of Washington which could not be reached by the road tributary to Portland. A phenomenal crop in that territory in 1901 was responsible for the immense shipments from Tacoma and Seattle. Last year the crop was smaller and shipments for the season are correspondingly lighter, a fact that reflects no more unfavorably on Puget Sound prestige than the short crop in Oregon territory reflected on Portland in the previous

Light Shipments by Way of Suez. Contrary to expectations the steamers for Europe by way of the Suez have this season cut but a small figure in the wheatcarrying trade. Last season they made such a start on the trade that it was freely predicted that a considerable portion of the wheat would this season find its way to market by the trans-Pacific and Suez route. Low rates for sallers are believed to have checked the traffic and it is doubtful whether it will ever again reach very large proportions, as the canal dues are so high that with a low freight rate nothing but a loss would result.

Dock Labor -menper.

In the matter of dock labor, Puget Sound still has a slight advantage over Portland, the grainhandlers working here at 30 cents per hour compared with 35 cents at Portland. Mention of this fact in a previous letter drew from a Portland dockman the retort that it was nothing to the credit of Tacoma that wages are lower there than in Portland and that the Portland grainhandlers were a better class of workmen. With a full appreciation of the disadvantages of low-priced laber in most cases, it must be stated that it has not retarded Tacoma's water-front growth. and, as for the quality of that labor, it was good enough to aid in loading ships at Tacoma last Winter at greater speed than was attained at any other port on the Coast, regardless of the wages that were paid. Some of the docks work during the busy season from 25 to 30 men and a San

difference of but 5 cents per hour on the time runs into money pretty fast.

For the past three years Portland has een on even terms with the Puget Sound cities in securing grain tonnage, most of the early ships for the season just ending being chartered with the option of any of the three ports-Portland, San Francisco or Tacoma-at the same rate, or when they were chartered without options, the rates were the same in any of the ports. This season an unusually large number of cargo ships headed for Puget Sound promises to give the shippers here a slight percentage over Portland, where the en route list is musually small. This percentage, if it should go into effect, may be overcome later in the season if the big bar dredge deepens the water at the mouth of the Columbla so that there will be no expensive delays after the ships are ready for sea.

Tacoma, which still retains her prestige as the headquarters of the grain business on Puget Sound, has not yet reached the limit of her greatness as a wheat shipping port, but viewed from any standpoint of the loca that these gains are at the expense of Portland. It is Portland men and The blg 30-inch dredge Columbia has Portland capital engaged in handling the done her customary good work during the greater part of the grain business of Ta-1 month. From June 1 to June 21 she

OPENING THE CHANNEL

Poor Showing Made on the Sound by the Arrow-Important Changes in Navigation Aids.

The dredge Portland will have the chan-The dredge Portland will have the channel to Inman Poulson & Co.'s mill completed by the end of the 'month. She began work on the channel June 5, after having installed her new pump and, according to the report prepared by Clerk Stevens, of the Port of Portland Commission, the dredge has removed about 36,000 cuble yards of material, depositing it through a pipe line of about 1400 feet to the flats back of the Oregon Water Power & Railway Company's dock. The material excavated was chieffy small gravel with some sand. Since beginning work on the channel, the dredge has been digging the channel, the dredge has be She developed 420 horse reason and common sense, it is difficult to power, the pump making 180 revolutions a understand where the Tacoma people get minute. The total cost of operating the the idea that these gains are at the ex-

IN TOMORROW'S OREGONIAN

Popular article on radium, that baffles science with its power. It upsets all theories of nature's laws: its energy is not wasted by use nor controllable by any agent known to man.

Views of the suburban home of William S. Sibson, on River-side drive, where the handsomest roses grown in this state are pro-

A keen sattre on the modern business manager who always finds a willing slave to do the work that brings in dollars.

Mr. Carpenter points out trade opportunities that this country has neglected.

Legend of Crater Lake

A correspondent at Klamath Falls tells how Indians believed that the lake was the habitation of the devil, who lured men to

the pollution of the ballot are the only remedies.

not too long or too short.

......

their own city. They are shipping wheat from Tacoma simply because they were enabled to buy it in territory which was tributary to Tacoma and which was not portionately less in that territory during the season just closing than they secured during the previous season, but this, as before stated, was due to a short crop and not to any dereliction of duty on the part of the Tacoma Chamber of Commerce There is nothing in the record of the 1902-00 grain season on Puget Sound to cause any nessiness in Portland over the future of the industry on the Columbia River.

Residents Want Sunnyside Engine Placed to Cover Wide District.

tracted some very liberal shipments of soon be provided with a combination flour from Portland to Puget Sound. This chemical fire engine, the question of a chemical fire engine, the question of a permanent location, where the apparatus will do the most good and cover the larg cet territory is being discussed. It is understood to be the purpose of the Executive Board to rent the building on the orner of Belmont and East Thirty-fifth streets. This is now occupied by the hosecart and the sole employe, the driver. Sunnyside wants the apparatus, and is not complaining over the probable loca-tion. It is the opinion of those who have made investigation that an engine to give the best service at Sunnyside and also to provide protection northward to Sullivan's guich, south to Hawthorne avenue and to the Section road, as well as westward toward East Twelfth street, should be placed about East Taylor and East Twenty-sixth streets.

rather elaborate programme was prepared for the occasion, and the attendance was so large as to show the necessity of a spacious hall for the accommodation of such affairs in that rapidly growing dis-trict, which only a few years ago was covered with tall timber. There were nine graduates. Director Wittenberg was present and delivered the diplomes and an address. He told the pupils that they should not imagine that they had completed their education, now that they were through with the grammar school, but shauld endeavor to go through the High School. He said that only about 1 per cent of graduates take the High School course, which was not enough, and he urged the parents to send the graduates to the High School if possible. He said he had many applications from grammar school grad-uates for positions which would lend to their becoming accountants, which they could not secure for lack of education, and urged that all who possibly could should give their children the benefit of a high school course to give them a fair start in

Patriotic Services.

Tomorrow morning's session of Trinity Episcopal Sunday school will be given up to a patriotic service and addroration of our National Day

It is expected that the bishop of Olym pin will be present to make the principal address. The rector, Dr. A. A. Morrison, is also expected to speak. In addition to the singing of patriotic hymns by the school, the "Star-Spangled Banner" will be sung as a solo by Raphael Gelsler, the school singing the chorus. Every mem-ber of the school-officers, teachers and ber of the school-officers, teachers and pupils-is expected to be promptly in place by \$:30 A. M., so that the special pro-gramme can be taken up at \$:45 sharp. Parents and friends, also delegates in at-tendance upon the diocesan convention, are cordially invited. Pupils are at lib-of their friends not connected with the school. A collection will be taken for the conference by the Hennier flood. sufferers by the Heppner flood.

Have you friends coming from the East! If so, send their names to the Denver & Rio Grande office, 114 Third street, Port-land, Or.

Warm weather weakens but Hood's Sarsaparilla tones and strengthens.

New Inspectors Qualify.

OPERATIONS OF PORT OF PORT-LAND DREDGING FLEET,

Most Wonderful Substance on Earth

In Los Angeles recently, four well-known women had desperate encounters with murderous burglars, and in each conflict drove off the thugs in the face of great danger.

What America Could Do In Russia

Municipal Usurpers To the municipal reform series Charles Richardson, vice-president of the National Municipal League, contributes an article showing that combinations against local bosses and prevention of

The Roadmaster's Story

One of Frank H. Spearman's characteristic railroad sketches,

Evolution of Our Flag

An instructive pictorial lesson for the young, in anticipation of the Fourth of July.

How Boys Can Get Strong

First of a series of articles on physical culture for youth in va-

ALL THE NEWS AND THE CUSTOMARY DEPARTMENTS.

oma, and they are not working against | worked on Slaughter's bar and on the latter tributary to Portland. They secured pro- St. Johns the material was chiefly sand.

LOCATE ON HIGH GROUND

E. W. W.

As it is probable that Sunnyside will

Peninsular Graduation.

The graduating exercises at Peninsular School took place Wednesday evening. A

date towed up to St. Johns, where she commenced a cut on the regular range. Since the lst, she has excavated about 100,000 cuble yards of material, principally clay and sand at Slaughter's, while at The Columbia put in 43614 actual digging hours, developing a horse-power of 1200 with 170 revolutions. The total cost of operating the dredge was \$5001.

CHANGES IN BUOYS. Lighthouse Bulletin on New Aids to

Navigation. nder C. G. Calkins, lighthouse inspector of this district, has issued notice of the following changes in aids to navi-

gation: Columbia River-Mid-channel buoy, P. S. first-class spar, was established June 22, in 27 feet of water, as a guide in the channel. Taylor Sands post light, NE. ¼ N., left tangent to Tongue Point E. ¼ S., Tongue Point to post light SE. 1/2 E.

Port side of channel buoy No. 1/2 was discontinued June 22.

Willapa Bay entrance—Willapa Bay outer buoy, a P. S. first-class can, marked

"W. B." in white, heretofore reported adrift, was replaced June 19. Gray's Harbor entrance—Inner buoy, a P. S. first-class nun, heretofore reported

adrift, was replaced June 18. Hale Passage—Point Francis buoy, No. 0, a first-class spar, reported adrift June 4, will be replaced as soon as practicable. Also the following changes in South-

eastern Alaska: Tongass Narrows-Pennock Island reef buoy. No. 1, a second-class can, was es-tablished May 14, in 27 feet of water, to mark the edge of the reef making off from the westerly end of Pennock Island. Left tangent to Pennock Island. E. by N.; right tangent to Pennock Island, SE, by

Wrangell Strait-Point Lockwood rock buoy, No. 0, was changed from a first-class spar to a third-class can May 26. Burnt Island Ledge beacon and Bush Top Island beacon, heretofore reported carried away, were rebuilt May 16. South Ledge buoy No. 4, and North
Ledge buoy No. 8, exch a second-class
nun, heretofore reported adrift, were replaced May 16.

Danger Point buoy No. 8 was changed

sond-class ice to a second-class spar May 17. Green Point beacon, a white horizontal

wooden beacon composed a four boards natled to a tree, was established May 25, on the extreme end of Green Point, as a guide in the channel over the flats to the Middle Ground buoy No. 11 was changed

from a second-class ice to a first-class spar May 18.
Saginaw Channel-Faust Rock buoy, a H. S. second-class can, heretofore reported out of position, was replaced May 21.

EXPERIENCES OF THE ARROW. What Happened When She Tried to Run Off the Flyer,

The steamer Arrow is having a hard time of it on the Sound, according to a Portland steamboat man who returned from Seattle yesterday. The Arrow was put on the Seattle-Tacoma run, alternating trips with the Fiyer. By this arrange-ment it was necessary for her to develop practically the same speed as the Flyer, or stand beaten. On a schedule of four round trips a day, she completed the last trip of the first day's business one hour and **) minutes behind time, the Flyer coming into port only five minutes be-hind her, having thus beaten her nearly a whole round trip. Then the Arrow re-duced her schedule to three round trips a day. The Portland man says the steamer could not generate sufficient steam in her botters and when he left Seattle she was laid up and in the hands of machinists.

CANAL ACROSS SCOTLAND.

Ship Waterway From Firth of Forth to the River Clyde.

LONDON, June M.-Plans for the con-struction of a ship canal between the Firth of Forth on the east of Scotland to the River Civde on the west have been

give a channel to any vessel throughout its length. The construction will be un-dertaken by a powerful syndicate of Lon-

Local United States Inspectors Edwards and Fuller have completed their work on Puget Sound. They took charge of the Seattle office after the dismissal of Inspectors Cherry and Bryant, dividing their time between the Sound and Portland. The new Inspectors, Whitney and Turner, have presided and vestified and vesterday took powersten of qualified and yesterday took possession of the office. They were formerly assistant the office. They were formerly assistant inspectors under Bryant and Cherry and are spoken of by the local officials as thoroughly competent men to fill the places they hold. Captain Edwards and Mr. Fuller went to Astoria last night to inspect a few steamers there. They will return this evening and next week will go

NEW YORK, June 28.—While no cutting of rates on trans-Atlantic liners is gener-ally expected as the result of the Cunard Line's withdrawal from the so-called rate Line's withdrawal from the so-called rate pool, the first step in a fight for passenger traffic has been taken, according to the Journal of Commerce, by the announcement on the part of the line mentioned that they will, beginning July 2, book steerage passengers for the Continent. Booking of steerage passengers from the Continent has already been begun on the the state and there seems no doubt the other side, and there seems no doubt but that it is in the direction of the Con-tinental steerage business that the first signs of the coming contest will be shown.

to Eastern Oregon.

Fast Launch on Gray's Harbor,

HOQUIAM, Wash., June %.—(Special.)— The launch Feathers was successfully launched from the Hoquiam shippard today at 3 o'clock. It was built for Harry of rivalry is manifested between launchowners, each wanting the fastest boat. G. W. Hitchings is building one to out-

Big Frauds in Dock Board, NEW YORK, June M .- Assistant District Attorney Clarke, who is investigat-ing the old dock board matters through "John Doe" proceedings, said today that he had discovered that treasurers' orders to the amount of \$3.183.781 seemed to have been issued in violation of the law to favorite contractors and without public

Arctic Stream Arrives.

The British ship Arctic Steam arrived at Astoria yesterday morning and left up in the afternoon. She comes in ballast from Honolulu and made the passage in the good time of 15 days. The ship is under engagement to Balfour, Guthrie & Co. and will begin loading wheat as soon as possible. Her rate is 30s to Delogoa Bay, or 28s id to Durban.

Indrapura in the River.

The Portland & Asiatic liner Indrapura

eached Astoria from the Orient via Vic-

toria at 11:30 yesterday morning. After dis-charging a quantity of freight she started up the river at 4:40 P. M. She will reach Alaska dock early this morning. The steamer Alliance arrived up yesterday from San Francisco via Eureka and Coos Bay with 60 passengers and a lot of

mixed freight, The steamer Prentiss sailed for San Francisco last night with 450,000 feet of lumber and 105,000 chingles.

The British bark Dunfermline, 144 days out from New York for Shanghai, has been posted on the overdue list at 15 per cent reinsurance. The Kildalton has been listed as overdue at 15 per cent; she is out 135 days from Glasgow for Dunedin. The rate on the overdue Spes, 157 days from London for Fremantie, has been advanced to 90 per cent, and on the Verajean, 113 days from Bahia Blanca for Sydney, to 50

Domestic and Foreign Ports ASTORIA, June 26.-Arrived down at 7 A M. and salled at 12 M -Schooner Alv

San Pedro; arrived at 11:20 A. M. and left up at 4:40 P.M.—British steamer Indrapura, from Hong Kong and way ports; arrived at 8:30 A. M. and left up at 8:30 P. M.—British ship Arctic Stream, from Honolulu; arrived at 2 and left up at 3 P. M .- Steamer South Portiand, from San Francisco, Outside at 8:30 A. M.-A three-masted barkentine, Condition of

London, June 26.—Arrived June 25.—British San Francisco, June 26.-Arrived-Schoonen Jennie Stella and Oakland, from Portland. Liverpool, June 28.—Arrived—Ivernia, from

New York, June 26.—Arrived—Belgravia, room Hamburg, Salled—Celtle, from Liverpool. Yokobama, June 26.—Arrived—Indravelli, rom Portland, for Hong Kong. Sydney, June 26.—Arrived previously—Ven-ture, from San Francisco via Auckland. Tacoma, June 26.—Sailed—Steamer Minnesota, for San Francisco: Steamship Hyades, for Yo-

Lizzie Vance, from Gray's Harbor; steamer Leelanaw, from Tacoma; brig W. G. Irwin, from Roche Harbor; steamer Coronado, from from Roche Harvor, steamer Coronado, from Gray's Harbor, steamer Queen, from Vintoria, schooner Wempe Brothers, from Port Blakeley, Salled—Steamer San Matco, for Tacoma; steamer Santa Moulco, for Gray's Harbor; barken-tine J. M. Griffith, for Port Hadlock.

Senttle, June 26.—Sailed-Steamer Melville

Dollar for Kodiak. Arrived—Steamer Dol-phin, from Skagway; steamer Dirigo, from Skagway; steamer Oregon, from Nome; steam-er Charles Nelson, from San Francisco. CHURCHES FLOURISHING. Bishop Morris Reports to Episcopal

The second day of the 15th annual con vention of the Episcopal Church of the Diocese of Oregon began yesterday morning with communion service in Trinity Chapel. Bishop B. Wistar Morris delivered the rest of his annual address, reporting upon the condition of many churches and several church institutions.

Convention.

The Episcopal churches of Portland were reported to be in a flourishing condition. cial mention was made of Trinity. St. Mark's, St. Matthew's, and St. John's Memorial Chapel. The schools under the charge of the church, St. Helen's hall and the Bishop Scott Academy, have made ood progress during the year according the report of Bishop Morris.

Last evening a missionary meeting was heid at which the speakers were Bishop J. B. Funston, of Boise, Maho; C. S. Parker, editor of the Northwest Churchmen, and Rev. William Horsfell, of the Rogue River

Valley.
The list of those present follow:
Bishop B. Wistar Morris, D. D., Right
Rev. J. B. Funston.
Presbyters—W. A. M. Breck, Portland;

Presbyters-W. A. M. Breck, Portland; H. D. Chambers, Portland; William Co-ney, Salem; T. J. Daughters, Grant's Pass; John Dawson, Roseburg; A. Kings-ley Glover, Portland; M. J. Goodheart, Sumpter; Philip K. Hammond, Oregon City; Clarence H. Lake, The Dalles; Dan-lel E. Loveridge, Eugene; A. A. Morrison, Ph. D., Portland; Charles McLean, Ph. D., Corvallis, William E. Pottsica, Pandistor. Ph. D., Portland; Charles McLean, Ph. D., Corvallis; William E. Potwina, Pendieton; William Seymour Short, Astoria; John E. Simpson, Portland; Edmund T. Simpson, Portland; Charles William Turner, La Grande; G. B. Van Watera, D. D., Port-land; John Warren, Baker City; T. N. Wilson, Portland; Bruce C. Cummings, Portland, chaplain of Seamen's Insti-

Nonparochial-George W. Foote, Santa Cruz, Cal.; George F. Plummer, Elko, Nev.; F. O. Jones, candidate for ministry.
Officers of convention-President,

officio, the bishop; secretary, Rev. William E. Potwine, Pendicton; assistant, Rev. W. A. M. Breck, Portland; treasto the River Ciyde on the west have been definitely arranged. According to information from Edinburgh, the plans will be deposited for Parliamentary powers in November, and powerful support from the government is expected. The cost of the canal is estimated at \$50,000,000, and it will



The "Force" of Herpicide.

Quickly Arrests Hair Loss, and Compels Obedience to the Laws of Nature.

SCALP GUMPTION.

SCALP GUMPTION.

Lord Lytton unjustly accuses many men when he says: "One does not have gumption until one has been properly cheated"; for, when one is cheated, it implies an intention on the part of another to cheat. The fact is that few people are cheated, but many cheat themselves by not keeping posted. Within the last few years scientists have discovered that dandruff, itching scalp and falling hair are caused by a germ or parasite that attacks the hair root, and that the only successful treatment is to destroy the dandruff germ. While this discovery proves the uselessness of applying "hair tonics to a hair whose life is being saped by a germ, it utterly falls to prove that the manufacturers who introduced their so-called "hair tonics" and "hair growers" years ago, did so dishonestly. It does prove, however, that people should keep better posted and "hair growers" years ago, did so dishonestly. It does prove, however, that people should keep better posted and rely more upon their own judgment. Yesterday, so to peak, Diphtheria was considered a functional disorder; to-day it is known to be a germ disease, and it is treated successfully with Antitoxin. Not since the world began has that peculiar form of active knowledge called "Gumption" paid beyer dividends than now. Knowledge is nower, but properly an antiseptic and prophylatic scalp lotion and hair dressing that, by destroying the dandruff microbe, keeps the scalp stops, that by destroying the dandruff microbe, keeps the scalp stops, and wholesome, after which dendruff dressing that, by destroying the dandruff microbe, keeps the scalp stops, that by destroying the dandruff microbe, keeps the scalp stops, and wholesome, after which dendruff dressing that, by destroying the dandruff microbe, keeps the scalp stops, the scalp stops, that by destroying the dandruff microbe enters the scalp in a very linklious manner; its presence is wholly unsuspected at first, and its growth and unless something is precised to several years. When colony after colony has specif that peculiar form of active knowledge called "Gumption" week I was delighted to see that my hair was growing paid bigger dividends than now. Knowledge is power, but gumption saves lots of trouble. Kill the dandruff germ with Newbro's Herpicide, and your hair will grow as nature (Signed) "HILDA MEIER,

NOT A HAIR GROWER.

(Signed) "No. 621 Manhattan Avenue, Brooklyn, N. Y."

As a delightful hair dressing for regular toilet use, NEWBRO'S HERPICIDE easily leads the world'today. Perfectly clear and chemically pure, it contains no grease, oil or sedimentary substance, neither will it stain or dye. Its antiseptic action makes Herpicide a hot weather necessity, and its odor, which is characteristic, delights the most fastidious. Try it.



The success of NEWBRO'S HERPICIDE has caused the market to be flooded with so-alled dandrunf garm destroyers. Don't expect satisfactory results from something the drugglest assured you was "just as good." Dencelentious druggless never ecommend substitutes. Applications of Herpicide at principal barber shops. Price \$1 at leading drug stores, or direct from PHE HERPICIDE CO., Detroit, Mich.

A DELIGHTFUL HAIR DRESSIEG

Street and No.....

City and State

Address the Herpicide Co., Detroit, Mich.



An Unhealthy Hair.

Destroy the Cause—you remove the effect

A Healthy Hair.

THIS POETLAND.

THIS POETLAND.

G Pettit, Spokane
L A Bishop, Dayton
J A Wright, Merrill
D O Smiley, Jr. N T
K M Armoe, S F
J Waldman, N T
J Waldman, N T
W Mamer, Sait Lake
Vancouver Barracks
S Smith, Sait Lake
H Breeden and wife,
San Francisco

egafes; W. F. Gratke, O. J. Peterson and R. Van Dusen, alternates.

Astoria Holy Innocents' Church—S. D. Adair, delegate; Frank Spittle.

Baker City, St. Stephens—William Smith, Paul E. Polndexter and William S. Northrup.

Eugene, St. Mary's—J. B. Hawthorne, C. E. Loomis and H. W. Thompson.

La Grande, St. Peters—J. D. Sinter, E. I. Akediy, W. M. Ramsey.

Portland, St. Mark's—G. C. Nicholson, T. W. Baxter, C. H. Chandler; J. K. Kollock, Alfred Blingham and C. N. Hugginas, St. Stephen's—H. D. Ramsdell, R. C. Baker, W. W. L. E. Lesinsky, N. T. Gelsler, J. W. Smith, Good Shephend—J. C. Jameson, D. Allison, A. G. Ott, St. Matthew's—James J. Thornley.

Pendiaton, Church of Redeemer—J. P. Robinson, T. G. Halley, R. J. Slater, J. T. Lambirth, F. B. Clopton, W. E. Garretson, J. P. Robinson, T. G. Halley, R. J. Slater, J. T. Lambirth, F. B. Clopton, W. E. Garretson, J. P. Robinson, T. G. Halley, R. J. Slater, J. T. Lambirth, F. B. Clopton, W. E. Garretson, J. P. Robinson, T. G. Halley, R. J. Slater, J. T. Lambirth, F. B. Clopton, W. E. Garretson, J. P. Robinson, T. G. Halley, R. J. Slater, J. T. Lambirth, F. B. Clopton, W. E. Garretson, J. Peters, H. M. Grant.

Portland, St. David's—Dr. S. B. Josephi, L. G. Royle, F. W. Berry, Captain P. H. West, J. Burness, C. A. Merriam.

Oregon City, St. Paul's—William Wright, George A. Harding, H. L. Kelley, J. R. Humphrey, H. M. Templeton, W. B. Staff, George A. Harding, H. L. Kelley, J. R. Humphrey, H. M. Templeton, W. B. Staff, George A. Harding, H. L. Kelley, J. R. Humphrey, H. M. Templeton, W. B. Staff, George A. Harding, H. L. Kelley, J. R. Humphrey, H. M. Templeton, W. B. Staff, S. C. Staff, R. C. R. S. P. Staff, R. C. S. S. Staff, R. C. S.

West, J. Burness, C. A. Merriam.
Oregon City, St. Paul's—William Wright,
George A. Harding, H. L. Kelley, J. R.
Humphrey, H. M. Templeton, W. B. Stafford.
Salem, St. Paul's—Thomas P. Clarke,
ford.
Salem, St. Paul's—Thomas P. Clarke,
for A. Seilwood, Russell Catlin, H. B.
Thielson, W. T. Williamson, W. C. Tillson.
Milwaukie, St. John's—T. R. A. Sellwood, Richard Scott.

Russia Will Grant Jews' Request.
ST. FETERSBURG, June 25.—Finance
Minister Witte today received a deputation from the mercantile community of
Kishinef, consisting of two Jews and a
Christian, asking for a moratorium for
bills of exchange and other facilities rehabilitating the credit of those who suffered from the recent events at Kishinef,
M. Witte promised to do everything possible to meet the requests.

AT THE HOTELS.

Replaced and wife,
P. J. Brady, Seattle
G. Calderson, city
Ow Carden, Colfant
C. Coltdon, Sumpar

THE IMPERIAL. J F Howry, Minneple F McIntosh, Bohemia E W Stimpson, Tacom A M Sheakley, Stockin

THE ST. CHARLES.

W Weight, Washougal F Simmons, Detroit
C A Taylor, Kelso
C H Woods, Chemawa
G J Toucey, Duluth
J A Alexander, Kelso T P Kendall, Hilsbory
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